

## **SWA Engine Academy Meeting February 18, 2004**

### **Attendees**

- Mike Tucker, Prescott NF, Chair—SWAEOC
- Paul Churchill; Tonto NF, Mesa RD, CWZ Rep Ray Johnson, COF
- Dennis Haygood, Coronado NF, SEZ Chair
- Buddy Zale, Coronado NF
- Steven Wallace, Apache-Sitgreaves NF
- Michael Williams, Cibola NF, Sandia RD
- Bill Morris, Apache-Sitgreaves NF, Black Mesa RD
- Shelli Coman, Gila NF, Glenwood RD
- Reisa Eckel, Kaibab NF
- Kim Brown, Kaibab NF, GCZ Chair
- Roy Hirt, Tonto NF
- Sunbear Vierra, Santa Fe NF, Coyote RD
- Todd Lerke, Cibola NF, Sandia RD
- Pat Willetto, BIA—Navajo Region
- Eric True, Coconino NF, Mormon Lake RD
- Lowell Kendall, Coconino NF, Mormon Lake RD
- Jim Burton?
- Art Gonzales, Prescott NF
- Frank Auza, Kaibab NF
- Jim Minturn, Tonto NF
- Tony Sciacca, Prescott NF, Bradshaw RD
- Bea Day, Tonto NF
- Bobby Shindelar, Santa Fe NF
- Bill Waterbury, RO-FAM, Operations
- Mary Zabinski, RO-FAM, Information

### **INTRODUCTION/HISTORY (Mike Tucker, Todd Lerke)**

- Southwest Area Engine Operators Committee sanctioned by the SWA Coordinating Group (SWACG).
- SWACG's vision for SWAEOC led to development of SWA Engine Equipment Committee and SWA Engine Academy Working Group.
- Focus: improve professionalism, public safety; set standards for safety and equipment

- Committee membership includes one rep per zone plus 4 areas outside the zones.
- Bobby Shindelar chairs the Engine Equipment Committee.
- SWAEOC created a charter with SWACG's approval.
- At SWAEOC's second meeting, the Committee focused on equipment, efficiencies in training (captains), training beyond "S" courses, and the need to improve communication.
- Result of 2<sup>nd</sup> meeting: Resolving equipment issues, which led to the Equipment Committee; development of the Academy Working Group, which transitioned to an Incident Management Team two weeks ago.

### EXPECTATIONS/QUALIFICATIONS (Tucker, Lerke)

- SWA sent 5 to the R-5 Engine Academy in Sacramento, looking at a model to develop for the SWA.
- 50:50 ration of classroom to field
- Road test the first day: driving assessment that covers off-road, over-road, dog-leg, EVOC
- Overtime: up to home unit to figure out how to handle; CTRs done daily.
- Will send pre-work packets to attendees.
- Uniform requirement for students: Nomex pants, long-sleeved uniform shirt, badge, nameplate, CDL Class B with tank endorsement, Government license from your unit, fire gear, Vibram boots, PPE.
- No alcohol.
- Students have been assigned different units for R-3 Academy so keep a keen eye on your assigned unit with an eye to using it in the SW Academy.
- R-5 has one engine: Type 3, Module 62. SW is dealing with 3 engine types and a wider variety of hydraulics.
- Academy will focus on:
  - ❑ **Vehicle maintenance**—preventive, WCF, brakes, air, hydraulic systems, foam systems, diesel engines. Industry reps will be present.
  - ❑ **Driving:** safety, defensive driving, Code 3, navigation
  - ❑ **Pumping:** theory, hydraulics, portables, hose lays, tactics.

## EXPECTATIONS: SOUTHWEST ENGINE ACADEMY (Tucker, Lerke)

- Nominations for Academy: submit in October 2004.
- Looking for 24 students in 1<sup>st</sup> academy.
- Keep it small for better supervision, logistics, and equipment care.
- A year later, 40 students, picking graduates of the 1<sup>st</sup> session to instruct the 2<sup>nd</sup>.
- Testing process is strict: 80% required to pass. Students are allowed 1 retake.
- Need to develop SWA customized curriculum and information to hand out. The driving course needs to be altered for the Type 6 to keep it challenging.
- SWA has 23 Type 3's (8 students) and 72 Type 6's (16 students).
- R-5 shadows need to take serious notes in Sacramento since the SW Academy curriculum needs to be 90% complete by summer's end.
- 6 coaches have been identified but the 2 leads will go to Sacramento.
- Will need 12 coaches but 6 on the organizational chart.
- 1 coach assigned per engine.
- Coaches also tied to cadre for logistics: road courses, port-a-pumps, driving courses, and "hand-out" materials.
- After 1<sup>st</sup> year, unit leaders and assistant leaders will move up.
- Year 3: reaching into engineer positions.
- 5-year plan: In 5 years, will be down to Assistant Fire Engine Operator levels.
- Academy needs to address changes in technology.
- At 40 students/year, will take a few years, especially with hotshots and helitack wanting to be involved from the standpoint of equipment maintenance.
- R-5 will shadow our 2005 Academy.
- SWA 2005 Engine Academy will be interagency.
- Location: Arizona--most likely Prescott Fire Center because of weather and proximity to national cache--but still lacking an EVAC/EVOC?? course.
- Next meeting: October. Lesson plans will need some tweaking.
- Dry run: January.

### **COURSE CURRICULUM (Steve Wallace)**

- R-5 was very helpful, got student workbook and Lesson Plan CD from them.
- Need to retool California CDL Handbook for AZ/NM.
- Basic stuff: driving courses (Type 6, Type 3). Even off-road courses will be a little different (from Type 3 and Type 6).
- Winter driving challenging.
- Driving test qualifies for Defensive Driving requirements.
- Have automatic and standard transmissions, speed shifting and double clutching for type 3 engines, 2WD vs. 4WD, Code 3 standards.
- Endorsement required for stick shift in California and New Mexico.
- Hydraulics: Select highlights from R-5 Academy.
- Maintenance: P/M checks are done daily.
- Unit leaders will need to take notes on all the items they'll need for their props.

### **ENGINE EQUIPMENT COMMITTEE UPDATE (Bobby Shindelar)**

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- Up to each rep to distribute information.
- Working with hotshot and helitack work groups.
- Making Type 6's dedicated because we're going to 1 class.
- Committee will review specs yearly, which are built with fleet managers so we're not overbuilding or being excessive.
- Right now, we're maintaining the same models. But heavy engine operators need to start looking at those models and collect input on what needs to be changed on those trucks.
- Ideally in the future, narrow it down to 1 or 2 Type 3 engines for this Region.
- Will take 6-8 years to turn over the whole Type 6 fleet.